

**MOORPARK CITY COUNCIL  
AGENDA REPORT**

**TO:** The Honorable City Council

**FROM:** Yugal K. Lall, City Engineer/Public Works Director 

**DATE:** December 12, 2007 (CC Meeting of 01/16/08)

**SUBJECT:** Consider Status Report Regarding Princeton Avenue Widening Project (Project 8012)

**SUMMARY**

As requested by City Council, an update for the Princeton Avenue Widening Project is presented.

**DISCUSSION**

A. Overview

This presents a general overview of the current status of design and acquisition efforts related to Project 8012 – the widening and realignment of Princeton Avenue from a point approximately 1,500' east of Spring Road west of South Condor Drive (see Attachment 1).

B. General Status

1. **Environmental Document:** A Mitigated Negative Declaration/Environmental Assessment for the subject project, was approved by the City Council in May 1999.
2. **Design:** A conceptual design was completed. One of the components of that work product was the identification and description of the street rights-of-way required for the project. After review of this design and due to the construction cost, it was decided to revise this design and move the alignment to the south side, from the westerly terminus (Parcel 42a) to the Caltrans property (Parcel

36). This redesign will entail less right-of-way take, and reduce the construction cost.

3. **Right-of-Way Acquisition:** The design effort identified 38 parcels with right-of-way needs for the construction of the project. To date, 26 of those parcels have been acquired. A diagram showing the right-of-way needs, and the status of acquisition, is attached as Attachment 1. Further discussion of the identified right-of-way yet to be acquired, is set forth in Section D of this report.

### C. Current Design

1. **Approved Design Concept:** The design concept for the project, approved by the City Council, is summarized as follows:

- Widen and realign the street to provide two 12' wide travel lanes, a 14' wide paved center median, 8' wide paved shoulders and 17' wide dirt shoulders, [12' + 12' + 14' + 8' + 8' + 17' + 17' = 88'], this includes ultimate grading for 4 travel lanes;
- Realign the centerline to better accommodate right-of-way acquisition efforts and improve curve radii; and
- Increase the width of the street right-of-way from 50' to 88' in order to allow for the possible future widening of to street to 4 travel lanes, should the City Council ever determine that action to be necessary. A description of the cross-section for that possible future project is as follows:

Description	Width (ft)
Four 12' wide travel lanes	48
Center median	14
Two 8' paved shoulders (Bike Lanes)	16
Two 5' sidewalks	10
	88

2. **Summary Description of the Current Design:** The design prepared to implement the above described concept, is summarized as follows:

- At the east end of the project, acquire all of the additional 33' of right-of-way from the north side of the street, in order to avoid impacts to the residences on the south side of the street in this area;
- Realign the centerline to increase the curve radii and improve safety;
- Construction to provide for the full 88' wide corridor as follows:

Description	Width (ft)
Two 12' wide travel lanes	24
Center median	14
Two 8' paved shoulders (Bike Lanes)	16
Two 17' wide dirt shoulders beyond the edge of pavement	34
	88

- Construct retaining walls at certain locations on the south side of the street, at the future right-of-way line;
  - Construct storm drains required to convey storm flows from the north side of the street to existing drainage courses running south to the Arroyo Simi;
  - Re-grade existing slopes and/or construct retaining walls [extending as high as 27'] on the north side of the street;
  - Provide retaining walls as necessary to protect existing structures on the north side of the street; and
  - Construct new driveways to serve existing properties on the north side of the street.
3. Under this design, the improvements west of parcel number 2, on the north and parcel 41b on the south, would remain mostly as they exist.

D. Right-of-Way Acquisition

1. **Property Acquisition Consultant:** The City has retained the services of a property acquisition consultant to assist the City in its efforts to acquire the needed 38 parcels.
2. **Acquired to Date:** Attachment 1 shows the location of the parcels acquired to date.
3. **Permit:** A portion of the project crosses the Caltrans property required for the SR-23 freeway bridges. At some point it will be necessary to seek and obtain a permit for the road widening across their property.
4. **Status of Parcels Not Yet Acquired** The status of parcels yet to be acquired is summarized as follows:

Parcel	Owner	Status
1	Berg	On hold pending redesign effort Was originally needed for transition of existing improvements
2	May	The City was unable to reach agreement with the owner regarding the value of the property. The City is considering a redesign of the project (see Section E of this report) which would eliminate or greatly reduce the impact of the project on this property.
4	Chaidez	On hold pending redesign effort

Parcel	Owner	Status
9a 9b	Kavlico	Right-of-way acquisition efforts were deferred until other parcels were acquired. The right-of-way acquisition will now have to proceed since property owner is no longer proceeding with his project.
40a 40b 40c	Bennett	These properties are the subject of a Settlement Agreement between the owners and the City, which address a number of issues including the sale of certain City property and the acquisition of the required street rights-of-way.
41a 41b	Conejo Ready Mix	These properties are the subject of discussions between the property owner and the Community Development Department regarding possible future improvements. The property owner has applied for a Conditional Use Permit (CUP). With this permit the required right-of-way dedications would be obtained.
41d 41e	VCWPD	Future efforts will include seeking an easement and or license from the Ventura County Watershed Protection District (VCWPD) for the additional rights-of-way required.

E. Redesign

1. **Problems with the Current Design:** As mentioned above, the design for the north side of the street at the east end of the project, includes the construction of retaining walls, driveways and other improvements required to accommodate and protect certain residential properties and structures. It was determined that the foundations for those structures were substandard and that the pile driving required to construct the planned retaining walls would likely cause severe property damage. For that reason, it was decided to proceed with a full take of all of the properties on the north side of the street, east of the freeway bridges. Accordingly, the design for the north-side improvements in this area is now obsolete. It is anticipated that the need for retaining walls and related improvement is now much less than that called for in the current design. It is, therefore, anticipated that the redesign will result in a net savings in total project costs. It is the intent of staff to proceed with a redesign to address this issue.

2. **Possible Re-alignment at the West End:** As mentioned in Section D-4 of this report, the City was unable to reach agreement with an owner regarding the value of their property. It is the view of staff that the project could be constructed with little or no impact to the May's property (and adjacent properties) by shifting the improvements to the south and deferring acquisition of the additional 17' wide dirt shoulders called for by the current design. It is the view of staff that such a redesign could produce a project requiring little or no additional street rights-of-way from the north side of the road in this area. It is the intent of staff to bring the matter of a redesign in this area, to the City Council, when the full redesign and costs and are known.
3. **Request for Proposals (RFP) / New Design Effort:** A RFP has been prepared and staff is seeking proposals from qualified design firms for the redesign efforts generally described herein. It is anticipated that the matter of retaining a tentative consultant to prepare this redesign, will come to the City Council within ninety (90) days.
4. **Tentative schedule:**
  - a. Complete right-of-way acquisition on south side – June 2008
  - b. Re-design effort west and east ends – January 2009
  - c. Complete right-of-way on north side based on final action regarding E – July 2009
  - d. Possible signal at Nogales – January 2010
  - e. An updated environmental document may be required after item b – September 2009

## **FISCAL IMPACT**

This project is funded by the Los Angeles Avenue Area of Contribution Fund 2501.

## **STAFF RECOMMENDATION**

Receive and file.

Attachment:  
Right-of-Way Map

# Princeton Avenue Right-of-Way Acquisition Status

-  Acquired
-  Caltrans Permit  
Required

